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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION FROM

FOREIGN DOCUMENTS OR RADIO BROADCASTS

CD NO.

COUNTRY Yugoslavia

SUBJECT Economic - Fuel

HOW PUBLISHED Book

WHERE PUBLISHED Not given

DATE PUBLISHED Not given

LANGUAGE Italian

DATE OF INFORMATION 1949?

DATE DIST. 20 Dec 1949

NO. OF PAGES 6

SUPPLEMENT TO REPORT NO.

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YUGOSLAV LIQUID FUELS

I. PROCUREMENT AND AVAILABILITY

The production, procurement, and consumption of petroleum products in Yugoslavia are under the control of the "Jugopetrol" (Yugoslav Petroleum) state enterprise, which has its headquarters in Belgrade at Karageorgeva 48.

There are branches of this enterprise in Zagreb, at Grajeva 5, in Ljubljana at Tirseva 33, in Sarajevo at Vuka-Karagica 1, in Skoplje at Marsel Titova 47, in Kotar, in Novi Sad at Sremska 7, in Split at Titova Obala 2, and in Rijeka.

Yugoslavia obtains petroleum products:

1. From Yugoslav sources, which in 1947 provided 50,000 tons per year of crude petroleum, and from the deposits at Cakovec, Gojilo, and Murasko Sredice.

The Cakovec deposit is north of Varazdin near the Hungarian border. In August 1947 two wells in this oil field were under exploitation and produced a total of about 30,000 tons per year of crude oil.

The Gojilo oil field is south of Zagreb. According to the data at hand, three wells with an annual output of about 20,000 tons of crude oil have been exploited. The petroleum from the Gojilo wells is shipped to the railroad station at Banova Varuga.

The Murasko oil field, about 100 kilometers from Gojilo, appears to have been exploited only recently. Details are not known.

The petroleum produced by these oil fields is generally sent to the refineries at Osijek and Kaprac /sic; possibly Caprag?/.

2. From Zistersdorf in Austria, which supplies an undetermined quantity of refined products, including aviation fuels for the air forces stationed in Slovenia and western Croatia.

- 1 -

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50X1-HUM

3. From Ploesti in Rumania, which supplies about 230,000 tons a year, including 30,000 tons of refined products and 200,000 tons of crude petroleum.

Petroleum from Rumania, both crude and refined, is transported by pipe line from Ploesti to Giurgiu, where it is loaded on tankers which sail up the Danube in the summer and autumn. Each of the 20 tankers in the fleet is supposed to have a capacity of 107 tons. Ports of disembarkation have been noted at Smederevo, Belgrade, Vukovar, Novi Sad, and Osijek.

Most of the refined products are believed to consist of aviation gasoline, apparently consigned to the storage tanks of the former Standard [Oil?] Refinery in Bosanski Brod. From there the fuels are carried directly to the airfields all over Yugoslavia, especially to those in Serbia, Macedonia, and the eastern part of the Vojvodina, by railroad tank cars.

The crude petroleum is sent to the river port of Cukarica near Belgrade, whence it is pumped directly to the former Shell Refinery, about 2.5 kilometers away, by pipe line. From Shell in Cukarica, which serves as a storage depot, the petroleum is distributed successively to the former ROMSA Refinery in Rijeka; the storage tanks of the Sveta Klara [St Clair?] Refinery, formerly the Olex, and of the Standard Vacuum Oil Company of Yugoslavia, both of which are near the railroad station in Ljubljana; the Shell, Vacuum Oil, and Droil storage tanks in Maribor; and the Standard Vacuum Oil storage tanks north of the city railroad loading platform in Zagreb.

4. From Albania, which supplies an undetermined amount of crude petroleum. It is shipped to Yugoslavia by Swedish and British 2,500-ton tankers, which make an average of two trips per month. This product is sent for processing to the Refinery in Rijeka.

5. From the Middle East, sent by the Anglo-Iranian Oil Company to take the place of Rumanian and Albanian oil, in case the petroleum sanctions threatened by those countries are put into effect. Deliveries from those countries are suspended for the present because of the Tito-Cominform split. Negotiations with the Anglo-Iranian Oil Company are now being carried on in Trieste by the SISMET and UTI companies. Thus far an agreement for an order of 10 million tons of gasoline, for which Yugoslavia will probably have to pay in dollars in advance, appears to have been reached. In August 1948, 5,000 tons of Iranian oil left Trieste for Dalmatian ports. It was probably an early shipment under this order.

II. STORAGE DEPOSITS

Fuel-storage tanks for the use of the armed forces and for civilian needs have been noted throughout Yugoslavia. Their size conforms to local requirements, and they are generally built of iron on a concrete foundation. There is also a protective cement wall around each.

The tanks were built according to military standards and therefore are located along important communications lines, near airfields or military zones, with special attention to sheltered location and good camouflage. Many of the storage tanks are buried or in dugouts in hillsides.

The following data has been received thus far on fuel depots in various parts of Yugoslavia.

Brdjani

Brdjani is on the narrow-gauge Cacak-Lakovac railroad line, 15 kilometers from Cacak. There is a gasoline depot in the town 15 meters to the right of the

- 2 -

SECRET

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50X1-HUM

Brđani railroad station. The depot is hidden in a small wooded knoll and consists of six gasoline tanks with a total capacity of about 6,500,000 kilograms of fuel, and an oil tank. A pipe line connects the storage depot at Brđani with the Preljina airfield.

Cukarica (near Belgrade)

There is a large gasoline depot here, and one of the largest liquid fuel refineries in Yugoslavia.

During the war the depot and the refinery were heavily damaged by Allied air bombardment. The Yugoslav authorities made the necessary repairs, so that after a few months of work the installations could be put into operation again.

The gasoline produced by the refinery in Cukarica is used to meet the civilian and military needs of the city of Belgrade and its vicinity, including the Belgrade airfields at Zemun and Pancevo. The adjoining depot has 13 tanks with a total capacity of 10 million kilograms of gasoline.

Rijeka

Near the harbor master's office in the port of Rijeka is a fuel depot with a capacity of about 60,000 liters. It is used exclusively for fueling motor-boats.

Jankovic

At 42 08 20 north, 21 21 40 east, near the Skopje-Prizren highway, there is a large fuel depot connected with the Skopje Jankovic-Kraljevo railroad line 800 meters away. North of the Jankovic railroad station, on the same line, is a delivery pump for carrying the gasoline from the tank cars to the depot.

The Jankovic depot consists of six cylindrical 670-cubic-meter tanks, buried and protected by a thick layer of reinforced concrete. The depot is concealed by dense woods, enclosed by a metal fence, and guarded.

The Jankovic depot, now operating at full capacity, is one of the most important depots of the Yugoslav Air Force, as it serves the Skopje airfield and all the other airfields in that area.

Jeminska Stena (near Uzicka Pozega)

Jeminska [sic] Stena is in the Kablar district, on the narrow-gauge Usice-Cacak railroad line. In this town there is a gasoline depot built in a gully, protected by an excellent natural defense from aerial bombardment. The depot is about 500 meters from the Jeminska Stena railroad station and has its own railroad track, leading directly to the main pump, by which gasoline and petroleum tank cars are loaded and unloaded.

This depot serves the Uzicka airfield, to which it is connected by a pipe line. It also supplies fuel to the garrisons stationed at Usice and at Uzicka Pozega.

Konitsa

East of Mostar and 20 kilometers from Konitsa there is a small village framed by mountains, in the outskirts of which there is a large buried fuel depot on the right-hand side of the road leading to the village. In March 1947 the depot was under repair and being enlarged.

- 3 -

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50X1-HUM

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Krusevac

The Krusevac gasoline depot is several kilometers from the city of the same name, in a mountainous district. It consists of five large tanks with a total capacity of 6 million liters. This well camouflaged depot is situated between two large walls of rock. It serves the local airfield and the garrison troops stationed at Krusevac.

Kumbur (Gulf of Kotor)

The Kumbur gasoline depot is a little above the old Yugoslav seaplane base. Before the war it was of modest proportions, and furnished fuel to the seaplane base and to the garrison troops nearby. During the war it was damaged, as were all the other storage depots on the Yugoslav Adriatic coast. After the war the depot was repaired and enlarged, and it has now become a large, modern depot. It has four tanks with a total capacity of 1½ million kilograms.

Ledinci (Novi Sad)

The Ledinci gasoline depot is in the immediate vicinity of Novi Sad. Built during 1938, it has modern equipment. It is situated in a clearing and, although well camouflaged, is quite visible from above, as it is connected with the local railroad station by a track.

This depot has two tanks with a capacity of 1,500,000 liters of gasoline. It serves the Novi Sad airfield and the Army units stationed at Novi Sad and in its vicinity. As the depot is not large enough to meet their requirements, the construction of another gasoline depot was begun recently in the same locality. It will have five large tanks with a total capacity of 8 million kilograms.

Lipci (Gulf of Kotor)

At Lipci there is a large gasoline depot, built between 1937 and 1939, near the coast. It has a small port and all the necessary equipment for loading gasoline from tankers into the depot's storage tanks.

During the war the depot was damaged, but immediately after the end of hostilities it was repaired and supplied with fuel. It has three tanks with a capacity of 2 million kilograms of gasoline.

North of Lipci there is another gasoline depot in the side of a small hill beside the road. A tunnel has been built there, and gasoline containers are kept in it. A little lower, at the foot of the hill, there are three large buried tanks with a capacity of 2½ million kilograms.

These depots supply fuel to the garrison troops at the Gulf of Kotor and to the Navy.

Mostar

Near the Mostarsko Blato (Swamp) near Mostar there is a large gasoline depot, well camouflaged, carved out of a knoll. This depot, built before the last war, has four large tanks with a total capacity of 5,500,000 kilograms of gasoline. The fuel is used by the airfield and by military units stationed at Mostar and in Hercegovina.

Nis

Near the Red Cross, and not far from the Nis airfield, there is a recently constructed gasoline depot. It is not far from the railroad station in a clearing near the Nis-Belgrade railroad line. The depot has four tanks with a capacity of 3 million kilograms of gasoline. The fuels are used by the Nis airport and by the Nis garrison.

- 4 -

SECRET

SECRET

50X1-HUM

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Obrenovac

The Obrenovac gasoline depot is in the immediate vicinity of the harbor on the Sava River. There is another small bay on the right side of the port, which is equipped exclusively to handle tankers from Rumania via Belgrade, on the Danube. There is a large pump there, which pumps liquid fuels through a pipe into the tanks of the storage depots.

Built in 1946, the depot has six large tanks with a total capacity of 7,500,000 kilograms of gasoline. The fuels are used for the army and for civilian use, especially in Belgrade.

Prahovo

There is a large gasoline depot, built during the early months of 1938, near the Prahovo railroad station, several hundred meters from it on the right. This depot has three large gasoline tanks with a capacity of 2 million kilograms. It is not well camouflaged and is clearly visible from above, as it is in a small clearing.

Ripanj

The Ripanj gasoline depot, built before World War II, suffered very little damage during the war, and the gasoline in its tanks fell into the hands of the Germans.

This depot is carved out of a small hill and is so well hidden that it is impossible to see it from above or even from the ground, unless its exact location is known. This depot, which has four tanks with a total capacity of 2 million liters, supplies fuel to the garrisons in the district and to the nearby auxiliary airfield.

Sarajevo

Two gasoline depots were built recently at Alipasin Most near Sarajevo. One of them is near a railroad shed, and the other is a short distance from the railroad line, dug into a hillside. A third depot is now being installed in the vicinity of Dariva, on the Sarajevo-Pale motor highway.

The first two depots serve the Rajlovac and Butmir airfields and supply some of the army units stationed at Sarajevo. The third is scheduled to supply fuel to the airfield in Sokolac and the other army units in Sarajevo. The first gasoline depot has three tanks with a total capacity of 2 million kilograms of gasoline. The second depot has four tanks with a capacity of 3,500,000 kilograms of gasoline. The third, at Dariva, will have two tanks with a total capacity of a million kilograms of gasoline.

Skakavac (near Karlovac).

The large gasoline depot not far from the Skakavac railroad station was built in 1947 by the Army. This depot has four tanks, with a capacity of 2 million kilograms of gasoline. Recently the construction of four more tanks near these was begun. They are to have a considerably larger capacity than the old ones.

The gasoline is loaded by means of a special pipe line, which leads from the Skakavac railroad station to the middle of the depot.

Skoplje

A large gasoline depot was built recently east of the Hanrijevo Military Technical Institute at Skoplje. It is mostly underground. It has six tanks with a total capacity of 4,500,000 kilograms of gasoline. It supplies gasoline to the Skoplje and Tetovo airfields and to the Skoplje garrison.

- 5 -

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Smederevo

One of the largest gasoline depots is in this district. It serves the Army and the civilian population. There is also a refinery in the same locality. The refinery is connected by a pipe line to the port of Smederevo.

This depot, one of the oldest in Yugoslavia, was modernized and enlarged before the war. Although heavily damaged during the war, it has since been repaired. It has seven large tanks, containing 15,500,000 kilograms of gasoline. Besides these tanks, eight more are now under construction. These will have a capacity of 20 million kilograms of gasoline.

Split and Vicinity

The Split gasoline depot was heavily damaged during the war, but has been repaired and enlarged. It has seven large tanks with a capacity of 8 million kilograms of gasoline.

There are other depots in the Kastel district on the coast, at Kastel Stari and elsewhere. These depots have a total capacity of more than 15 million kilograms of gasoline. The depot at Kastel Stari is probably connected to Split harbor by means of a pipe line.

Svi Sveti (near Zagreb)

The gasoline depot at Svi Sveti is in the immediate vicinity of Zagreb, several kilometers from the Svi Sveti railroad station. This depot was equipped before the last war to serve the Zagreb airfield and the garrisons of Zagreb and vicinity. It has five tanks with a total capacity of 3½ million kilograms of gasoline.

Near these tanks, which are not considered sufficient, the construction of four others was begun some time ago, and should be finished by now.

Tezno (Maribor)

Between the Maribor airfield and the Tezno railroad station, about 100 meters from the latter, there is a large fuel depot consisting of six large buried tanks of unknown capacity and about 6,000 containers.

Valjevo

The fuel depot at Valjevo is near the local airfield, by the Kolumbara River. It has four tanks with a total capacity of 4 million liters, and is connected by a railroad siding to the Valjevo station.

Zadar

A fuel and lubricant depot of some importance has been noted in the Zaruschek factory in Zadar.

Zelenika

The Zelenika gasoline depot, built in 1946, is situated near the port. It receives fuels directly by pipe from the tankers which put in at a wharf reserved for this purpose. The depot has four tanks with a total capacity of 3 million kilograms of gasoline. Seven other tanks now under construction will increase the depot's capacity to 10 million kilograms of gasoline.

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- 6 - SECRET

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